ARMY'S MOTOR ARMADA TO BE 50,000 STRONG

Uncle Sam's Garages and Assembling Shops Demand the Services of 150,000 Chauffeurs and Repair Men

FIRST AID AMBULANCES FOR BREAKDOWNS

Experts from American Factories to Take Charge of Efficiency Problems

Uncle Samuel has gone in to the garage business here in France. He has gone into it feet first. He knows the importance of the automobile game in modern warfare; he realizes that if Napoleon the Great had only had one 'Henry' at the battle of Waterloo, Marshal Blucher's famous advance through the mud would have been in vain. 'So he is determined, by aid of all the up-to-date motors, all the up-to-date mechanics and chauffeurs and technical experts he can muster, to prevent any of Marshal Blucher's Prussian successors from stealing a march on him.

Fifty thousand motor vehicles, roughly by speaking, represent Uncle Samuer's immediate needs for his charges in France. Of these, some 83,000 ambulances. Some 3,000 "plain darn autos," and some 3,000 "plain darn so forth, our Uncle will her served by Packard trucks act of this vast motor fleet, to run it, keep it in repair, and so forth, our Uncle will her served by Packard trucks exclusively, while another will have G.M.C.'s, only. This system does

When one stops to consider the factories, repair shops, rebuilding stations and what not that will be required, one can see that Uncle Sam's garage is going to be a real infant industry all by its lonesome; and already it is a pretty husky infant, with a loud honkhonk instead of a teething cry. In fact, in the few months since our collective arrival in France Uncle Sam has built up such an organization to keep his cars on the roads as to stagger the imagination of the men of big business, both of our own country and of our alles who have come to look it over.

These Are Real Experts When one stops to consider the factor

These Are Real Experts

These Are Real Experts

The A. E. F.—and this is news to many of its members—has, right here in France, a fully equipped automobile factory which is able not only to rebuild from the ground up any of a dozen or more makes of motors, but to turn out parts, tools, anything required from the vast stores of raw materials which has been shipped overseas for the purpose, with the special machinery which has been torn up in the States and replanted here. The factory is going to employ thousands of expert mechanics, and is going to have a capacity for general repair work unequalled by any similar plant back home.

People who dwell within the gesolate

similar plant back home.

People who dwell within the gesolate region bounded by the Rhine on the west and the Russian frontier on the east have been in the habit of considering our national Uncle as a superficial sort of an old geezer; but the way he has taken hold of his automobile business proves that they have another good think coming. He hasn't overlooked a thing. Hard by his big new factory there is an "organization ground," a "salvage ground," a supply depot, and what is perhaps most important of all, the headquarters of a highly trained

shipper, say "F.O.B. Detroit." Knocked down, or unassembled, it is packed and put aboard a transport at "an American port." It makes the same voyage that we all made to "a French port." gracefully thumbing its nose at any passing submarines. As the port if is assembled, painted, duly catalogued and numbered, and given a severe oncever and several finishing touches by the experts of the technical staff and their

assistants.

For Emergency Calls

Having passed this examination, it is leaded with supplies—for even a car has to carry a pack while traveling—and headed towards the interior under charge of a picked crew of mechanics, who try it out under actual traffic conditions and adjust it. On the way it is held over at the "organization grounds," where it is given its supplementary equipment of tools, water cask, and the necessary picks, shovels and tow cables to get it out of the mud. This done, it is turned over to a new crew of men, and, as one of the component parts of a train of cars in charge of a truck company, it is sent up from "if the need is urgent, or in case there are cars aplenty in that interesting locality, it is run to a reserve station to await call.

When the car, after days or months at the front heads to the front heads to a said the form heads to a said the said the front heads to a said their said the front heads to a said the said the front heads to said the suspects of the Army, that it is and exgs selling for what it is, and exps selling for what it is and exps selling for what it is, and exps selling for wha majust it. On the way it is held over at the "organization grounds," where it is given its supplementary equipment of tools, water cask, and the necessary picks, showels and tow cables to get out of the mud. This done, it during the complementary equipment of tools, water cask, and the necessary picks, showels and tow cables to get out of the mud. This done, it during the component process of the component process of

around in a day or so, it is towed back to be overhauled from A to Izzard.

For a the suplying of this autorarmadh, Uncle Sam, who seems to have overlooked nothing, has dotted the main routes from the Atlantic coast of France in the stations. At the ports of entry themsations. At the ports of entry themsations. At the ports of entry themsations. At the ports of entry themsations is the serves he has erected immense storage tanks, each capable of holding to the precious of t

smaller tanks, while at the front itself the regular gas drums, small in size and readily transported, are available for the cars that have to run out.

Just to make sure, Uncle Sam has brought over a flying squadron of some five hundred tank cars, which again has caused the natives to sit up and take notice. These cars are loaded from the tank ships at the posts of entry, and then sent inland to fill up the various depots. All In all, this same Uncle Sam who, by the way, is now supplying his who, by the way, is now supplying his

depots. All in all, this same Uncle Sam who, by the way, is now supplying his allies with practically all their gasoline and lubricants, is doing a pretty good and speedy job as a distributing agent.

One more sample of how this lean and canny old unk of ours uses his head, and this story will be over. All the motor trucks are being distributed about France in definite areas, according to their make; for example, a certain area will be served by Packard trucks exclusively, white another will have G.M.C.'s, and G.M.C.'s only. This system does away with the need for repair men carrying many kinds of parts, and makes it possible for one trouble-expert knowing all about one kind of car, to serve a whole district. In that way harmony of operation and speed in mending broken-down cars is secured.

NOT TO BE LED ROUND BY HAND

Continued from Page

All travel on leave by men of units situated within the French Zone of the Armies will, as far as possible, be on the special teave trains. Transportation on these trains will be furnished by the Government, and rations will be provided for both going and returning journeys. Commutation and rations while on leave will not be paid in any case. Travel on regular trains will be at the expense of the officer or soldier so traveling, at one-fourth the regular rate. Commissioned officers and army nurses will be entitled to first class, field clerks and non-commissioned officers to second and non-commissioned officers to secon class, and all others to third class accom

modations on regular trains.

Except on spetial leave trains, soldiers will be allowed to purchase second-class seats, but if a shortage of such seats should occur, they will not displace regular passengers.

Lodgings in Leave Zone

thing. Hard by his big new factory there is an "organization ground," a supply depot, and what is perhaps most important of all, the headquarters of a highly trained technical staff.

This is a staff of experts; not self-styled experts, but the real thing—big men in the automobile business representing all the important motor factores in the United States. Some of these experts inspect the broken down machines and pleces of machines in the salvage grounds, and report whether the wearing out process was due to a chanfleur's mishandling of the car, to the use of poor material in its construction, or to something wrong in its original designing.

Working "On the Ground"

If it is the chauffeur or mechanic who was responsible, he, wherever he is, is hauled up on the carpet. If the fault is found to lie with the factory in the States that turned out the machine, the representative of that company on the board of experts reports the facts to the home office himself, with recommendations for future betterment. In making out his recommendations for a car of a new design, peculiarly fitted to traffic and combat conditions in France, his co-workers on the board lend him their assistance. In this way defects in cars of the servers on the board and the responsibility placed at once, so that the responsibile for the conduct of the men. No liquor and

FREE SEEDS FOR

Continued from Page 1

oughboy. Consider their ways. Get

THE SUPREME SACRIFICE.

(Corset makers all over the United States are forsaking that line of business in order to devote their factories to the turning out of gas masks for the Army.

News item from the States.)

HIS MORNING'S MAIL THE ANZAC DICTIONARY.

ARCHIE.—A person who aims high and is not discouraged by daily failures.

A.W.L.—An expensive form of amusement entailing loss to the Commonwealth and extra work for one's pals.

BARRAGE.—That which shelters or protects, often in an offensive sense, i.e., loud music forms a barrage against the activity of a bore; a barrage of young brothers and sisters interfers with the object of a visit; and an orchard is said to be barraged by a large dog or an active owner.

BEER.—A much appreciated form of IS 8,000 LETTERS Base Censor Reads Them

All, Including 600 Not in English

"Now, how the devil did he pick mine out of the pile?"

BEER.—A much appreciated form of nectar now replaced by a colored liquor of a light yellow taste. Shuddering, a young American in or a fight yellow taste.

CAMOUFLAGE.—A thin screen disguising or concealing the main thing,
i.e., a camouflage of cause covers the iniquity of stale fish; a suitor camouflages
his true love by paying attention to auother girl; ladies in evening dress may
or may not adequately camouflage their
charms; and men resort to a light France gazed at the envelope before him. ed in his own handwriting, to be sure, but with its end cut open and stout sticker partially closing the cut. Stamped upon the face of the envelope were the fatal words "Examined by Base Censor." And the words, because of the charms; and men resort to a light camouflage of drink to conceal a sorrow gloom they brought the young man, were properly framed within a deep black r joy.

CIVILIAN.—A male person of tender or great age, or else of weak intellect

It was this way: The young man in

uestion had been carrying on, for some time, a more or less hectic correspon dence with a mademoiselle tres char mante in a not far distant town. That DIGGER.—A friend, pal, or comrade, snonymous with cobblers; a white man who runs straight.

DUD.—A negative term signifying tuselss, ineffective or worthless, e.g., a "dud" egg; a "dud of a girl" is one who is unattractive; and a dud joke falls flat.

DUGOUT.—A deep recess in the earth usually too small. As an adjective it is used to denote that such a one avoids hopping over the begs, or, indeed, venturing of into the open air in a trench. At times the word is used to denote antiquated relics employed temporarily.

HOME.—The place or places where Billizac would fain be when the job is done. Also known as "Our Land" and "Happyland."

HOPOVER.—A departure from a fixed point into the Unknown, also the first step in a serious undertaking.

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HOPOVER.—A departure from a fixed point into the Unknown also the first step in a serious undertaking.

HOPOVER.—A departure from a fixed point into in itself would be harmless enough if he

comfort and pleasure, involving the cessation of work; not to be confounded with sick leave. Time is measured by leaves denoting intervals of from three months to three years. Leave on the other hand is measured by time, usually too short.

MID—Unpleasantness, generally conceived with delay, danger or extreme discomfort. Hence a special meaning of baseness in "bis name is mud."

OVER THE RAGS—The intensive form of danger; denoting a test of flusses and experience for Billizac and his brethren.

RELIEF—A slow process of changing places; occurs in Shakespeare; "for this relief many thanks."

REST—A mythical period between

places; occurs in Shakespeare; "for this relief many thanks."

REST.—A mythical period between being relieved and relieving in the renches, which is ausuly spent in walking away from the line and returning straight back in poor weather and at short notice.

SALVAGE.—To recue unused property and make use of it. The word is also used of the property rescued. Property salvaged in the presence of the owner leads to trouble and is not done by an expert.

SOUVENIR.—Is generally used in the same sense as salvage but of small, easily portable articles. Coal or firewood for instance, is salvaged at night, but an electric torch would be souvenired.

**SUIVINI.—A successful enterprise or undertaking usually involving surprise. A large scale stunt lacks the latter and is termed a "push", and the element of success is not essential.

TRENCHIES.—Long narrow excavations in earth or chalk, sometimes filled with mud containing soldiers, bits of soldiers, salvage and alleged shelters.

WIND UP.—An nerated condition of mind due to apprehension as to what may happen next. In some cases amounting to an incurable disease closely allied.

STETENCHIES.—Long narrow excavations in earth or chalk, sometimes filled with mud containing soldiers, bits of soldiers, salvage, and alleged shelters.

WIND UP.—An nerated condition of mind due to apprehension as to what may happen next. In some cases amounting to an incurable disease closely allied. mind due to apprehension as to what may happen next, in some cases amounting to an incurable disease closely allied to "cold feet."

ZERO.—A convenient way of expressing an indefinite time or date, i.e., will meet you at zero; call me at zero plus 30; or, to a debt collector, pay day at zero.—Aussie, the Australian Soldiers' Magazine.

An interesting by-product of the censors' work is the discovery of foreign language interpreters within the ranks of the army. One soldier, for example wrote in Turkish and wrote so well that the censor handling the letters in that tangled tongue passed on his name to those higher up. As a result, the man was detailed to the interpreters' corps where he is now serving his adoptd country ably and well.

country ably and well.

Seldom, say the members of the censor's staff, is anything forbidden found in the foreign language letters. The only striking feature about them as a whole is the small number that are written in German. In fact the Chinese letters as a rule outnumber those expressed in the language of the Kaiser.

doughboy. Consider their ways. Get wise.

They're hard up for food, as you know; and at that, to judge from the reports from back home, they're no blooming curiosities. But look at what they do about it.

But look at what they do about it. Instead of folding their hands, sayling, "C'est la guerre," they go out and dig, and then plant, and then bee, and finally they have fresh vegetables—and backaches—to show for it. You can't go anywhere said they do anywhere heads of the say without stumbling over their eneat and well-kept-up little garden patches. And, with butter selling at what it is, and eggs selling for what they do, and everything else in the eats line skybooting in price, those little is shoulders; and the enlisted man feels only some the latter bands.

them was anxious to describe a certain city in this fair land. "You know grand-mother's first name," he wrote naively, thinking it would get by. But the par-ticular censor it came before, having a New England grandmother of his own, promptly sent the letter back with the added comment, "Yes, and so do I! Can

Another man was so bold as to write Another man was so bold as to write. "The name of the town where I am located is the same as that of the dance hall on Umptumpus avenue in —" well, a certain well-known American city. He was also caught up: for the censor, being himself somewhat of a man of the world, shot the letter back with the tart comment: "I've been there, too."

ment: "I've been there, too."

Those two men, however, were more fortunate than the average in having their letters sent back to them for revision. The usual scheme is for the censor to cilp out completely the portion of the letter carrying the damaging information. In case, therefore, a man has written something innocuous—but Interesting none the less to his correspondent—on the other side, he is simply "out of luck." One can see it pays to be careful.

ful.

On the whole—aside from the mania which seems to have possessed some men to give away the location of their units in France—the censoring officials declare that the army deserves a great deal of credit for living up to both the letter and the spirit of the censor's code. They do, however, find fault with the men who continually "over-address" their letters—that is, who persist in tacking on the number of their divisions to the company and regimental designations. This, formilitary reasons, is forbidden, but many men seem as yet unaware of the fact.

Many Thank-you Letters

During the first half of January the base censor's office alone handled more than 8,000 letters a day—two thousand a day increase over December, due, in doubt, to the thank-you letters which our doubt, to the thank-you letters which our distributions of the companied to doubt, to the thank-you letters which our dutful soldler-men felt compelled to write in -return for those bounteous Christmas boxes. In the spring, though more transports will be coming overmore men will be writing letters, but still the work will go on. The abuse of the letter-writing privilege by one man might mean the loss of many of his comrades, so the long and tough job of censoring must be "seen through."

soring must be "seen through."

So, you emarty with the private code to transmit all sorts of dope to the folks have a care! No matter how the letters pile up, old Base Censor, Inc., is always on the job! Like the roulette wheel at Monte Carlo, he'll get you in the end. no matter how lucky and clever you think yourself. Or, as Indiana's favorite poet might put it,

"The censor-man 'ull git you ef you don't watch

MIRABELLE

One striking feature of the war is the number of women and girls engaged in various kinds of work back of the lines. The British Army has thousands of them doing clerical work or driving ambulances, while in the A.E.F. their activities so far have been limited to canteen work with the Red Cross or Y. M. C, A.

Most of the are practical individuals doing a lot of good, but occasionally one slips over imbued with the idea that soldiers are sort of overgrown bacteriological specimens to be studied and handled only with sterilized gloves. Possibly one of the latter inspired a certain A.E.F. private to lapse into poetry after he had stowed her baggage away and heard her dissertation on what the camp needed. His verses were:

The ether ethered, The cosmos coughed, Mirabelle whispered— The words were soft:

"I shall go," Mirabelle said—And her voice, how it bled!—"I shall go to be burt
By the dead, dead, dead.
To be hurt, hurt, hurt"—Oh, the sad, sweet mien, And the dreepy droop Of that all-nut bean!

"One must grow," Mirabelle wailed, "And one grows by the knife. "And one grows by the knife
I shall grow in my soul
In that awful strife.
Let me go, let me grow."
Was the theme of her dirge:
"Let the sobblest of sobs
Through my bosom surge."

The sergeant took a lean On the canteen door The captain ran away: "What a bore! What a bore!"

WAR RISK INSURANCE

February 12 is the last day to take out war risk insurance.

THE MACHINE-GUN SONG.

(As rendered by a certain battation of amex mitralleurs, to the tune of "Lord Geoffrey Amherst.")

We've come from old New England for to blast the bloomin' Huns, We have sailed from afar across the

sea:
We will drive the Boche before us with
our baby-beauty guns
To the heart of the Rhine countree!
And to his German majesty we will not spray his carcass with our But to

And when we're through with pepp'ring him, we'll make the lobster sing As we ride him into Berlin on a rail!

CHORUS.

Oh. machine guns, machine guns They're the things to rake the Kaiser aft and fore!

They re the things to rame
Kaiser aft and fore!
May then never jam on us
Till we've gone and won this goshdarn war!
Oh, machine guns are the handy things
to drive the Fritzy out
When he hides back of bags of sand:
And machine guns are the dandy things
to put the Hun to rout
If he tries to regain his land.
So just keep the clips a-comin, and we'll
give her all the juice
As we speed along our glorious way:
And Von Hindenburg and Ludendorff
will beat it like the deuce
When the little old rat-rattlers start
to play!

CHOBUS

Oh, machine guns, machine guns!
They're the things to rake the
Kaiser aft and fore!
May they never jam on us
Till we've gone and won this goshdar war!

CAN'T DO WITHOUT 'EM

Scene: An A.E.F. cookshack, during

Enter, to the cook standing at atten-tion, one major, U.S.M.C., acompanied by one major, British Army Medica Corps. U.S. Major: "Well, cook, how's every thing going?"

Cook: Rotten, sir; men are either all sick or away on D.S., and there's only the mess sergeant and myself to took out for things. You can't get along without K.P.'a."

without K.P.'a."

U.S. Major (to his British friend):
"Major, you told me you knew a good
deal of American Army slang; what
would you say our friend the cook meant
by 'K.P.'s'?"

British Major: "K.P.'s? Wby, ab-er, should say that cook was undoubtedly eferring to the Knights of Pythias!"

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PATRONISED BY AMERICANS.

ONE EYE IS NOT TRUE BLUE So a Hoosier Patriot Tries to Re-turn It to Berlin.

Paul Gary of Anderson, Indiana, is all American, with the exception of a glass eye. The substitute optic is alien. Gary tried to enlist in the U. S. Marine Corps at their recruiting station in Louisville, Ky., but was rejected when his infirmity was discovered by Sergeant G. C. Wright. "Didn't you know that the loss of an eye would prevent your enlisting?" asked the sergeant. "I thought it might," explained Gary, "but this glass blinker is the only part of me that was made in Germany, and I

of me that was made in Germany, and I want to take it back."

He was advised to mail it.

QUITE RIGHT.

"Do you suffer from headaches?" queried the M. O.

"Certainly I do," rejoined the hurried infantry officer. "If I enjoyed them as I do whisky and sods, I wouldn't have consulted you!"—Aussie, the Australian Soldiers' Magazine.

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